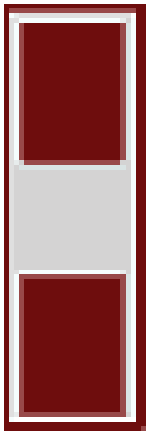


CWO3 Kevin R. Enlow

Logistic Instructor/Unit Safety Officer
Marine Corps Artillery Detachment
Fort Sill, Oklahoma

kevin.enlow@us.army.mil

(580) 442-2491 DSN 639-2491

Labor Day ORM

Unsafe Acts

- Safety Summary
- Safety Theme, 4th Qtr, FY08
- CMC Labor Day Message
- Labor Day Safety ORM

Aug 2008

Marine Corps Artillery Detachment's "Safety Summary"

Unsafe Acts

The last reported mishap occurred on Jul 08.

- **During FY08 a total AS of Jul 08, 28 mishaps were reported.**
- **This is an increase from FY07 by 06 mishaps. This increase is due to better reporting practices.**
- **Safety Reps are reporting more mishaps and the severity of the mishaps are less in nature.**
- **Overall the command is doing a good job at minimizing risks associated with are jobs.**
- **We need to reduce the mishaps that are happening off duty.**
- **We need to lower these mishap numbers and**

Aug 2007

2008 Critical Days of Summer

This year, there are 101 days from the Memorial Day weekend (starting 28 May) through Labor Day.

These are called the "Critical Days of Summer" because the non-operational fatality rates are usually higher than the full-year rates, as the tables below show.

Here's how we stand through 01 August (after 66 of the 101 days): 11 Marines Dead!

17 Last Year!

Marine Corps Mishaps

2008 Critical Days of Summer

- **08 Jun 08 (2ND MLG/CLB-22) Jacksonville, NC PVT departed a social event and was walking in the road when he was struck by a civilian vehicle and died.**

26 Jul 08 (8th ENGSUP BN/2nd MLG) Jacksonville, NC PFC was killed while riding a motorcycle when he collided with a parked car in a parking lot.

Marine Corps Mishaps

2008 Critical Days of Summer

- **28 May 08 (2D MLG/CLR-25/CLC-21) LCPL who was TAD to Recruiting Substation Rocky Mount, died after being involved in a motorcycle accident when his motorcycle crashed into a building in Roanoke Rapids, NC.**

- **22 Jun 08 (BLT/2nd BN/6th MAR REGIMENT) Holly Ridge, NC LCPL was a passenger in a vehicle on HWY 17. Another vehicle driven by a USMC SGT crossed the centerline and struck the LCPL's vehicle head-on. The LCPL died on 24 June. The SGT has been arrested and charged with DUI and**

Marine Corps Mishaps

2008 Critical Days of Summer

05 Jul 08 (WEAPONS AND TRAINING BN/MCRD PARRIS ISLAND SC) Lady's Island, SC at 0420 CPL died of injuries he received when involved in a motorcycle crash after hitting a curb and being thrown to street

Marine Corps Mishaps

2008 Critical Days of Summer

- **17 Jun 08 (MC DET FORT LEONARD WOOD) Pulaski County, MO Marine SGT suffered fatal injuries when the vehicle he was driving ran off the right side of the road and struck a tree.**

- **11 Jul 08 (HQ BN/1st MARDIV) Staten Island, NY at 0410 SGT riding on a motorcycle collided with a guardrail, was ejected from the motorcycle and sustained fatal injuries.**

- **17 Jul 08 (I&I STAFF/F CO/4th LAR BN/4th MARDIV) Columbia, SC SGT was killed after losing control of his motorcycle, striking a telephone pole and a fence.**

Marine Corps Mishaps

2008 Critical Days of Summer

- **29 Jun 08 (1st MLG/CLR-15) Winchester, CA at 2010 HM1 assigned to Camp Pendleton and his wife and 4 year old son were killed when the car they were driving was struck head on by the driver of a pick-up truck that crossed the double yellow lines.**

- **06 Jul 08 (RECRUITING STATION SAN DIEGO) Yucca Valley, CA at 0414 SSGT killed in a motorcycle crash when his motorcycle veered off the road striking a curb, then impacting a tree.**

Marine Corps Mishaps

2008 Critical Days of Summer

- **12 Jul 08** (4th MAW/MAG-49/VMGR 452) New Windsor, NY GYSGT died in a hospital after he and his passenger were thrown from the motorcycle they were riding. After losing control, he left the roadway and crashed down an embankment off World Trade Way and Brooks St

Marine Corps Mishaps

2008 Critical Days of Summer

- **19 Jul 08 (2nd CBT ENGR BN/2nd MARDIV) Newport, NC 2nd LT was traveling east on highway 24 when his motorcycle struck another vehicle at the intersection of Salty Shores RD and Highway 24. He was pronounced dead at the scene by North Carolina Patrol Trooper.**

HOW DO WE IMPROVE OUR SAFETY EFFORTS!

ORM!

OPERATIONAL RISK MANAGEMENT!

PERSONAL ORM, USED ALL THE TIME, 365 DAYS A YEAR!

What is Risk Management?

- **A** decision making tool**, that can be used by everyone, to increase personal awareness by** anticipating hazards & reducing **the potential of injury or death, thereby increasing the probability of a long life.**

The ORM Process!

- **Operation Risk Management Process**

1. **Identify Hazards**
2. **Assess Hazards**
3. **Make Risk Decisions**
4. **Implement Controls**
5. **Supervise**

The ORM Process!

Identify Hazards

1) List the major steps in the operation or task. (Operational Analysis)
2) Conduct preliminary hazard analysis by listing all of the hazards associated with each step along with possible causes for those hazards.

The ORM Process!

Assess Hazards

For each hazard identified, determine the associated degree of risk in terms of probability and severity. Make Risk Decisions

The ORM Process!

MAKE RISK DECISIONS

First develop risk control options. Start with the most serious risk and select controls that will reduce the risk to a minimum consistent with mission accomplishment. With selected controls in place decide if the residual risk is acceptable and the benefit of the operation or task outweighs the risk. If the risk outweighs the benefit or if assistance is required to implement controls, communicate with higher authority in the chain of command.

The ORM Process!

IMPLEMENT CONTROLS

The following measures can be used to eliminate hazards or reduce the degree of risk. These are listed by order of preference:

a) Engineering Controls- Controls that use engineering methods to reduce risks by design, material selection, or substitution.

b) Administrative Controls- Controls that reduce risks through specific administrative actions, such as:

1) Providing suitable warnings, markings, placards, signs, and notices.

2) Establishing written policies, programs, instructions and standard operating procedures.

3) Training personnel to recognize hazards and take appropriate precautionary measures.

4) Limiting the exposure to a hazard (either by reducing the number of assets or personnel exposed, or the duration of exposure)

c) Personal Protective Equipment (PPE)- Serves as a barrier between personnel and a hazard. PPE should be sued when other controls do not reduce the hazard to an acceptable level.

The ORM Process!

SUPERVISE

Conduct follow-up evaluations of the controls to ensure they remain in place and have the desired effect. Monitor for changes, which may require further ORM. Take the corrective action when necessary.

Front-line Leaders

Front-line Leaders

- **Applies “BAMCIS” in everything they do.**
- **They don’t take “NO” for an answer!**
- **Not afraid to stop training in the event of a problem.**

“Life is tough, but it’s tougher if you’re stupid”

Sergeant John M. Stryker, USMC, in “The Sands of Iwo Jima”

Seasoned Veterans “In your face” Marine Leaders

Aug 2008

Seasoned Veterans "In your face" Marine Leaders

- **Ensures all processes of ORM (Operational Risk Management) are implemented.**
- **They don't take NO for an answer!**
- **Not afraid to stop training in the event of a problem.**
- **Seek out their guidance at every opportunity!**

Mentors of Marines!

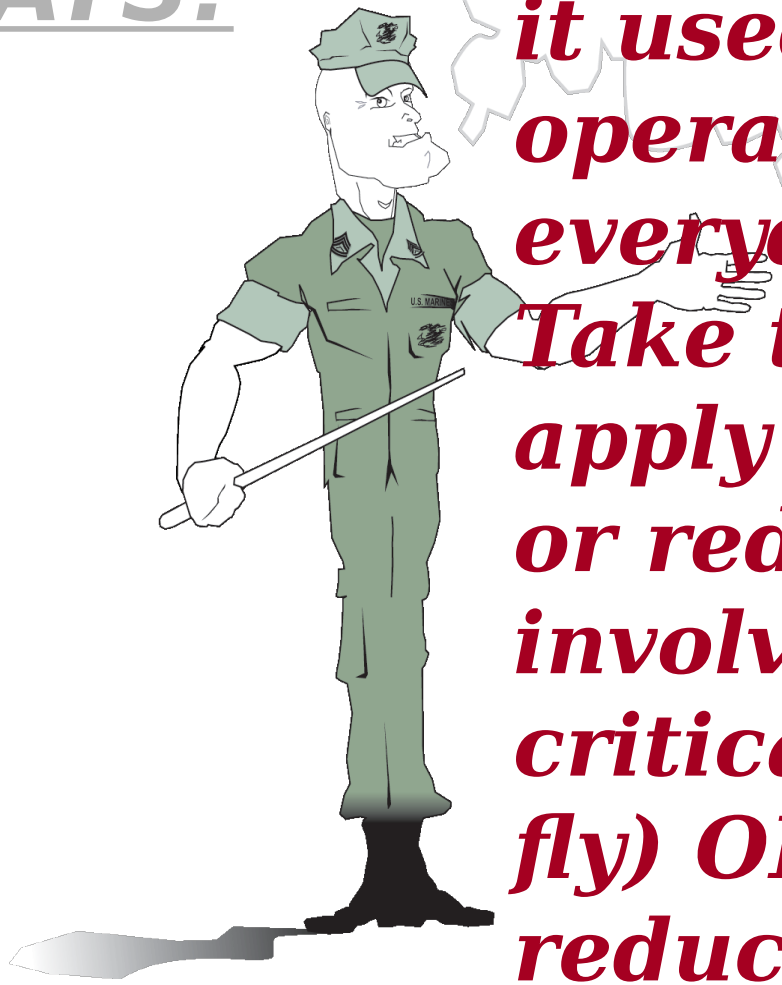
Mentors of Marines!

Responsible to the entire chain of command, from planning to execution.

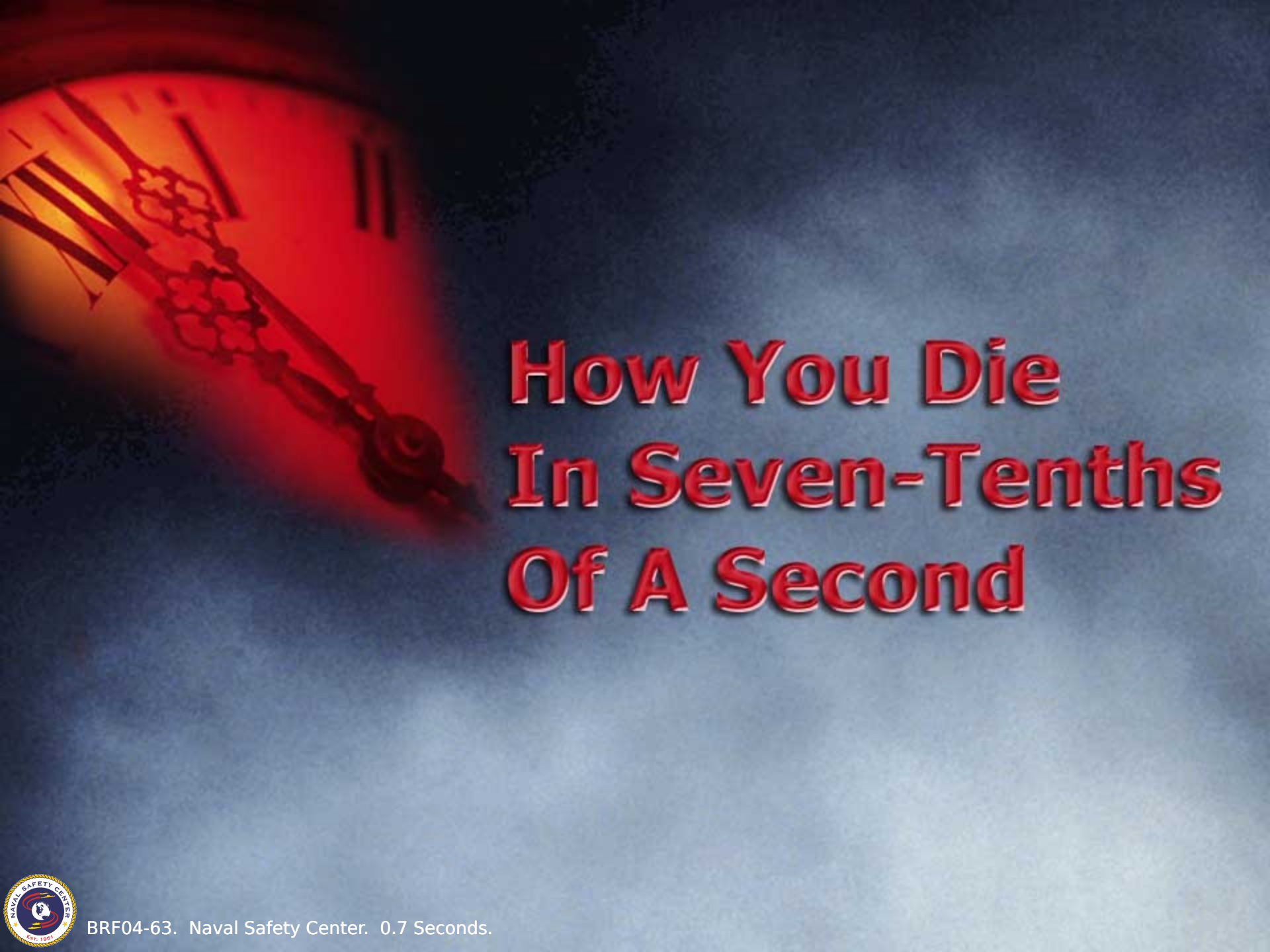
- **Training events**
- **Deployments**
- **Leave and Liberty**

- **Sets the example for all Marines within the Command.**
- **Fully dedicated and committed to the ORM process!**

SAFETY WARRIOR SAYS!



ORM is the responsibility of every Marine. Be it used for operations or just everyday living. Take the time to apply it to avoid or reduce the risk involved. A time critical (On the fly) ORM will reduce the risk and could save a

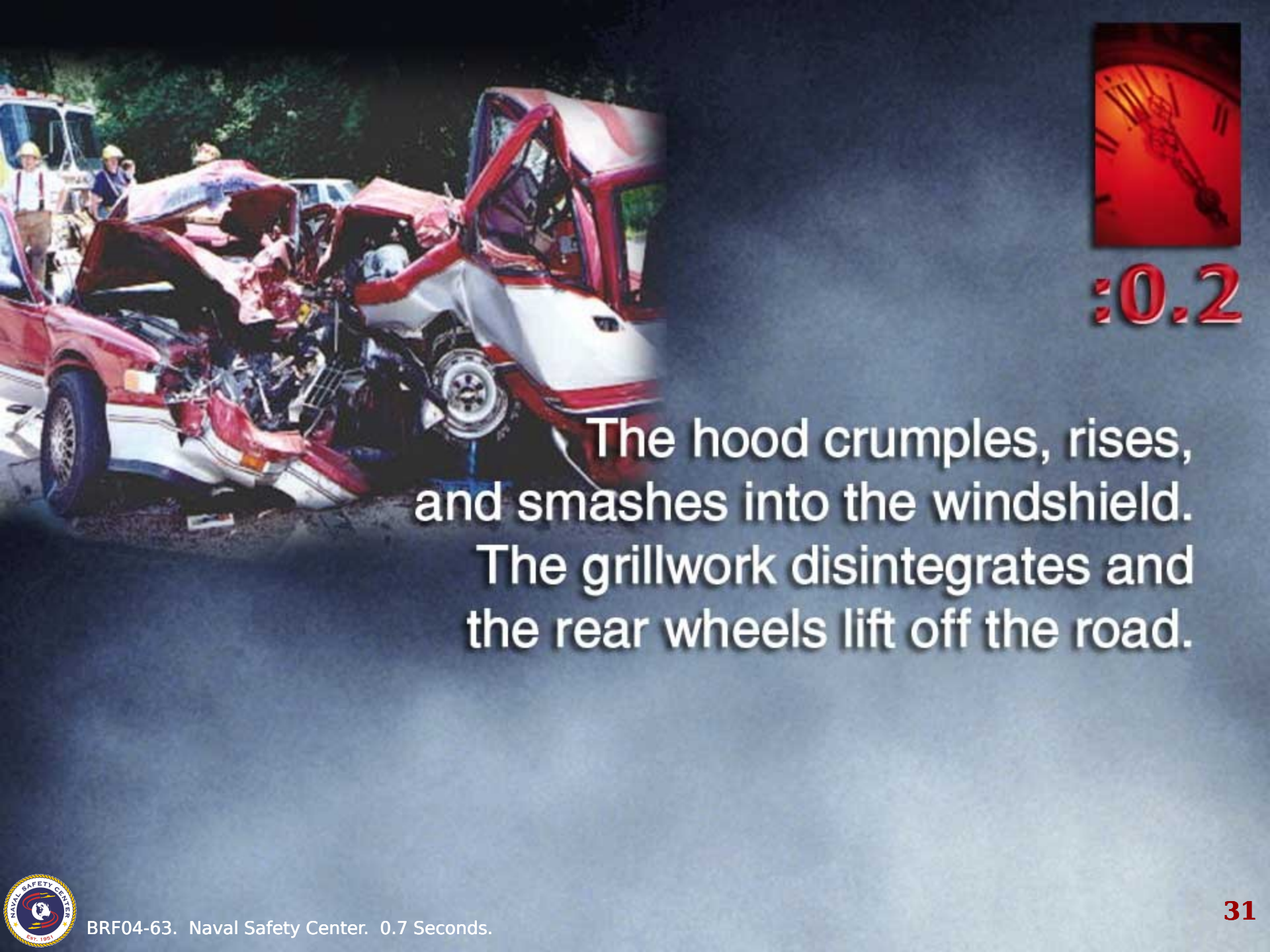

How You Die
In Seven-Tenths
Of A Second

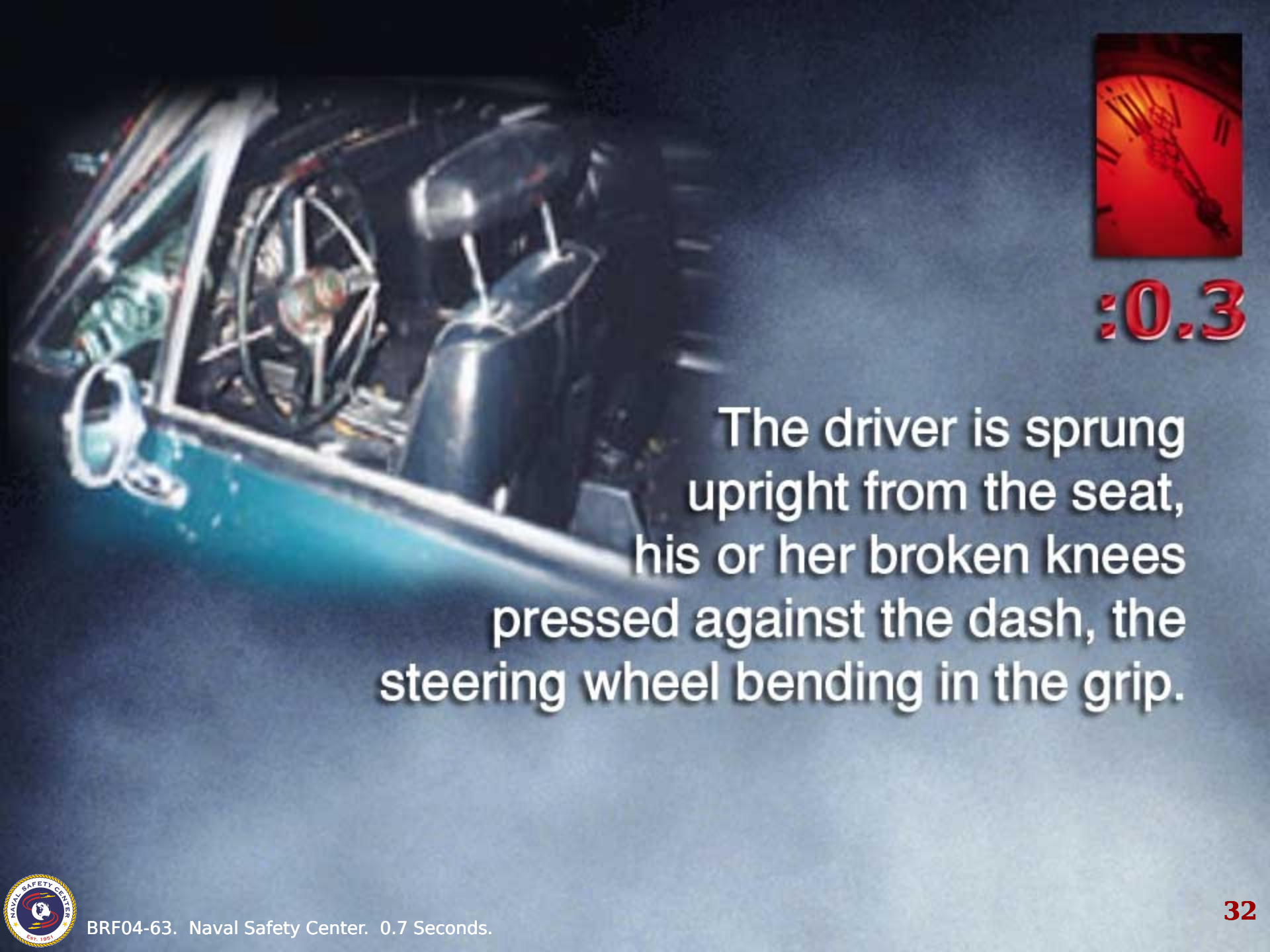
It takes just seven-tenths of a second for a 55-mile-per-hour crash to kill a person. A study, done at Yale and Cornell, breaks down the process into one-tenth second increments.

NOTE: The injuries sustained by the driver in these scenarios depict lack of seat belt use. Safety belts and air bags, if properly used, could save your life or lessen your injuries.

:0.1

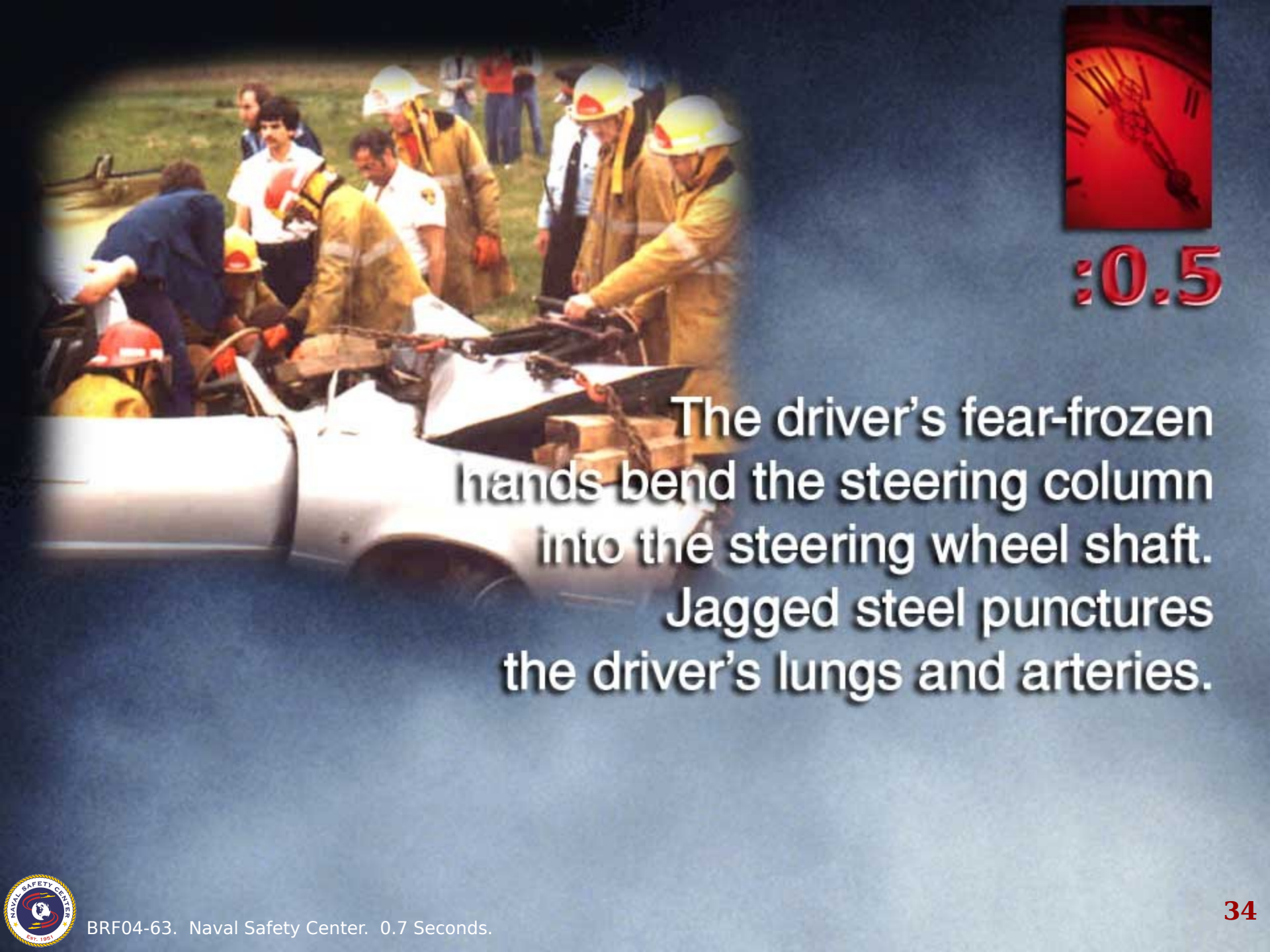
At one-tenth of a second, the front bumper and grillwork collapse. The front tire wheelwells (splash panels) begin to wrap around the solid object. The driver's instinct is to stretch out his or her legs to brace for the impact, but they break at the knee joints.

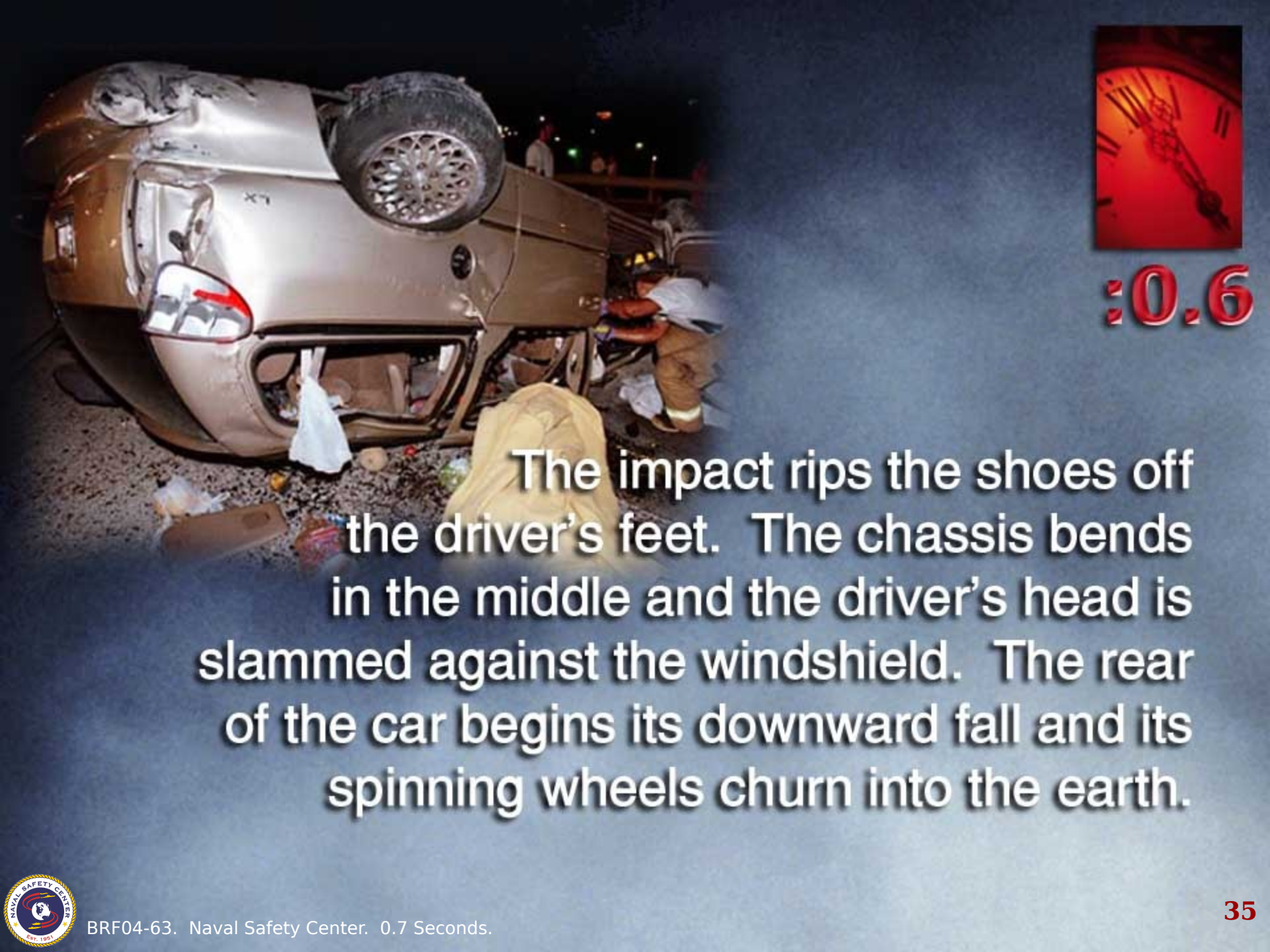

:0.2
The hood crumples, rises,
and smashes into the windshield.
The grillwork disintegrates and
the rear wheels lift off the road.

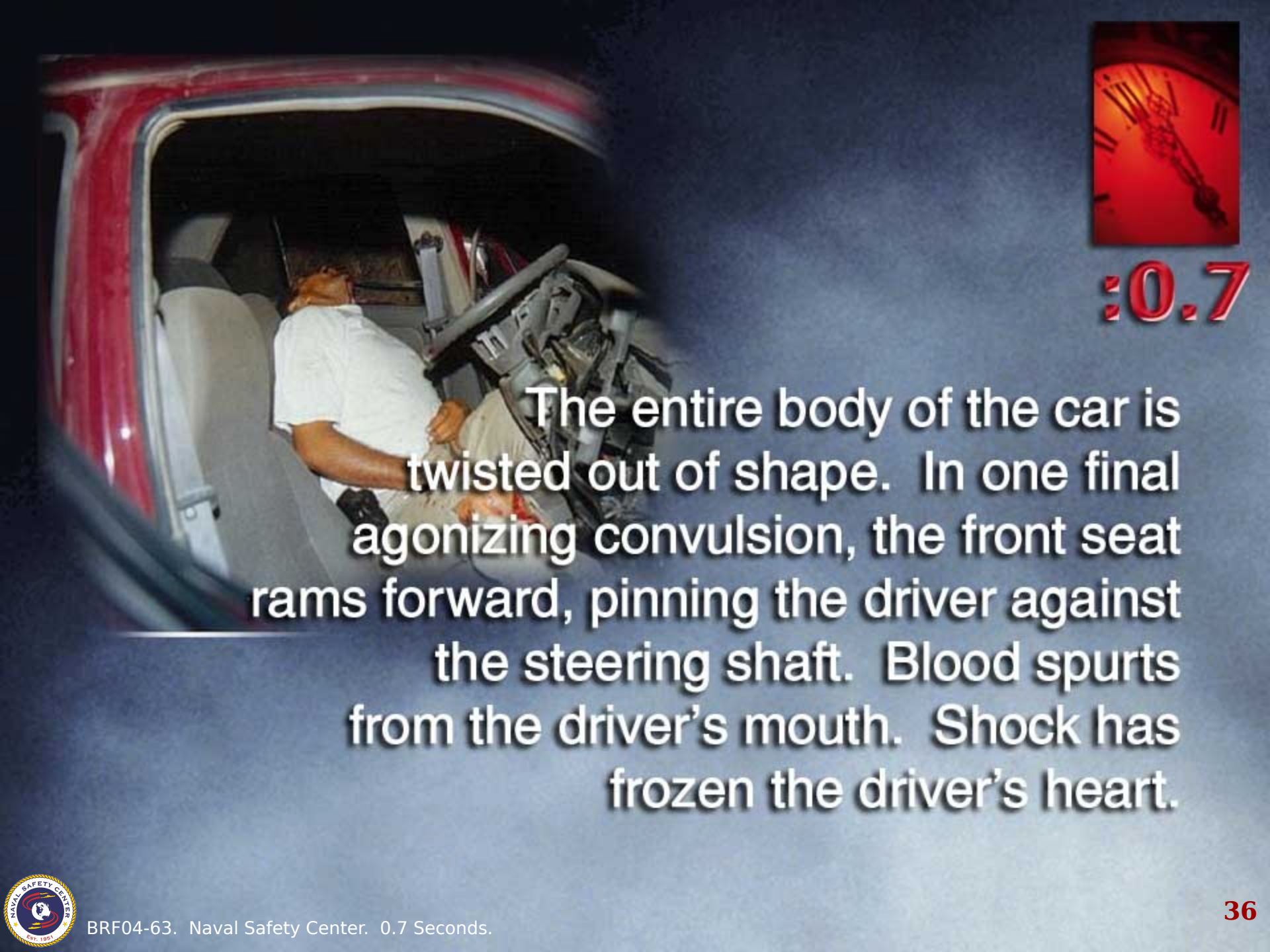

:0.3
The driver is sprung upright from the seat, his or her broken knees pressed against the dash, the steering wheel bending in the grip.

:0.4

The front of the car is destroyed and motionless, but the rear is still plunging forward at 55 miles per hour.


:0.5
The driver's fear-frozen
hands bend the steering column
into the steering wheel shaft.
Jagged steel punctures
the driver's lungs and arteries.


:0.6
The impact rips the shoes off the driver's feet. The chassis bends in the middle and the driver's head is slammed against the windshield. The rear of the car begins its downward fall and its spinning wheels churn into the earth.


:0.7
The entire body of the car is twisted out of shape. In one final agonizing convulsion, the front seat rams forward, pinning the driver against the steering shaft. Blood spurts from the driver's mouth. Shock has frozen the driver's heart.

FATAL FACTORS IN TRAFFIC MISHAPS

- Speeding
- Drinking and Driving
- Aggressive Driving
- Distracted Driving
- Drowsy Driving
- Not Using A Seat Belt
- Not Yielding the Right of Way

Don't be a statistic...
Drive smart and live to enjoy every second of your life.

LABOR DAY TRIP

- GOING SOMEWHERE?
- DO YOU HAVE A TRIP PLAN? (GET THE FORM ON THE DETACHMENTS WEB SITE, GO TO SAFETY ORM, PULL UP TRIP PLAN, PRINT IT, FILL IT OUT)
- DOES YOUR BUDDY KNOW WHERE YOU ARE GOING AND WHAT YOU ARE DOING?
- DOES THE CHAIN OF COMMAND KNOW?
- HAVE YOU APPLIED SOME ORM TO WHAT YOU ARE PLANNING OR MIGHT BE DOING?
- HAVE YOU INSPECTED YOUR CAR? IF YOU ARE A SGT OR BELOW HAS THE YOUR SECTION DONE IT?
- IF GOING ON LEAVE, GOT A TRIP PLAN, GOT LEAVE PAPERS, GOT A PLAN??

- IF YOU ANSWERED NO TO ANY OF THE ABOVE THEN YOU ARE NOT READY TO GO! GO BACK, MAKE THE PLAN, DO THE ORM, FILL THE RIGHT FORMS OUT, NOTIFY YOUR BUDDY AND CHAIN OF COMMAND, THEN GO AND HAVE A GREAT HOLIDAY! YOU DESERVE IT!

DO THE RIGHT THING!
MAKE IT SAFE OR MORE SAFE BEFORE YOU DO IT!
PERSONAL ORM IS KEY!